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GEOGRAPHICAL RECORD.

EUROPE.

European Free Ports.—Danzig, Germany's largest port on the Baltic, became a free port in June last. The free harbor is in easy communication with the sea and the river Vistula, and is 1,830 feet long and 330 feet broad. The free area, land and water, is about 41 acres, but may be enlarged. Hamburg, Bremen, Danzig and Copenhagen are the chief free ports of Europe and, in part, serve the same purpose that our bonded warehouses do. Goods sent to the free ports of Germany or Denmark do not come under the supervision of the customs laws. They may be kept there indefinitely and then removed to foreign lands. But they cannot be taken outside the free ports for consumption in the country to which the free ports belong without paying duty. In Hamburg 2,500 acres of land and water form the free port. Cuxhaven, at the mouth of the Elbe, is also a free port, but the remainder of the State of Hamburg is included within the customs union. Hamburg's free port has wonderfully stimulated the importance of the city as a distributing centre and a great international exchange. Goods are brought from all parts of the world and transhipped with little delay to other vessels that take them to their destination. Up to 1896 the new wharves, warehouses, bridges and other improvements in the free port had cost nearly $40,000,000, and the free port is one of the factors that have made Hamburg the third largest shipping centre of the world. The free port of Bremen consists of a number of harbors along the Weser River, with sheds and warehouses, the whole separated from other areas by iron fences. The free port of Copenhagen was opened in November, 1894. It has a land area of 90 and a water area of 60 acres, the land being enclosed by two high fences, with two main entrances from the city. The port was established in the hope to make Copenhagen a distributing centre for Scandinavian and Baltic ports.

The Turks and the People they Conquered.—Herr R. von Mach, in an article "Beiträge zur Ethnographie der Balkanhalbinsel" (*Petermanns Mitteilungen*, 1899, No. 5), says the Turks never assimilated the people whom they conquered when they invaded southeastern Europe. Few of the millions of Slavs and Greeks whom they long ruled ever adopted Islam or learned the Turkish language. Few of the Albanians, most of whom are followers of the Prophet, have ever spoken any language but their own, and most of them can understand neither the Turkish of the officials nor the Arabic of the Mollahs chanting the Koran. There is nothing in common between the non-Turkish Mohammedans and the pure Osmanlis in European Turkey, except their religion; and no safe bridge of any sort unites the Christians and their Oriental rulers. The Turks looked upon the conquered peoples only as useful to till the land and to serve in menial positions. They did not try to identify the natives with the new régime by taking the tutelage of the young into their own hands, but from first to last the subject races were neglected except by the tax-gatherer. The Mohammedans of European Turkey comprise scarcely half of the population, and the common schools, supported by the Greeks, Rumanians, Bulgarians and Servians, all Christians, in the entire European territory still directly subject to the Sublime Porte far outnumber the Mohammedan schools.

FRANCE AND THE GREENWICH MERIDIAN.—In February, last year, the French Chamber of Deputies passed a bill declaring that the legal time in France and Algeria should be the Paris mean time, retarded by 9 minutes, 21 seconds. The present legal time is the mean time of Paris, and if the bill becomes law it means that France, the last of civilized nations to stand by its own national meridian, has abandoned Paris for Greenwich as the initial meridian of longitude. *Le Mouvement Géographique* (No. 38, 1899) intimates that the Senate is expected to vote on the bill at the coming session. The passage of the measure is greatly to be desired, as France's time standard and prime meridian are not those of other lands, and her men of science who have to do with astronomy, navigation, meteorology, geodetic surveying and other matters into which the elements of time or position on the earth's surface enter, do not speak the scientific language spoken by their co-workers in other countries. When the United States, in view of the confusion resulting from the various national prime meridians in use, convoked at Washington the International Commission in 1884, at which twenty-two countries were represented, the delegates from France did not deny the advantages of a common prime meridian, but they insisted that it should pass through some point of small political importance, and suggested either the Azores or Bering Strait. This suggestion was not approved, because the prime meridian should pass through an observatory of the first class, where observations of the highest degree of merit may be secured. The Commission adopted the meridian of Greenwich, but France has continued to use its own meridian. A growing number of French scientific men are demanding the adoption of the world's standard meridian, but this demand is still opposed by the Astronomical and Geographical Societies of Paris. Whether the Senate passes the bill or not, there is no doubt that the acquiescence of France in the desire of the scientific world is only a question of time.

ARCTIC IRON ORE DOCKS.—Sweden and Norway are about to construct a harbor at the terminus, on Ofoten Fjord, Norway, of the railroad from the Gellivara iron mines in Sweden. The proposed harbor will be 130 miles north of the Arctic Circle. The ore docks are expected to rival those of Lake Superior in convenience. The ore trains will run out upon the quays; the bottom of the cars will be opened, and the ore discharged into great pockets on the floor below. The floors of the ore-pockets will slope at such an angle that when the doors are opened the ore will be carried by gravitation into the holds of the vessels, which will be loaded at the rate of 1,000 tons an hour. Sweden is coming to the front as a very large source of the British iron supply, the mines of Bilbao, Spain, which have long kept the blast-furnaces of England busy, having become almost exhausted. The centre of Swedish iron mining is at Gellivara, not far from the Baltic and considerably north of the Arctic Circle. It has an apparently inexhaustible supply of ore, and a railroad has long taken it down to the Baltic for shipment, but, as this narrow arm of the sea freezes over in winter, there are only four or five months of navigation, and this is the reason that a railroad is now building from the mine to Ofoten Fjord, where the warm influence of the Gulf Stream Drift will keep the harbor open the year round. The Swedish ore is not very easily reduced on account of the phosphorus it contains, but otherwise it is classed as among the best iron ores. The expense of mining is very small, as the ore is shovelled by machinery, in open cuts, upon the cars, as is the case with much of our Lake Superior ore. It will cost about $2 a ton to deliver the ore at Ofoten.

THE NORTH SEA FISHERIES.—The average value of the product of agricultural lands per acre or square mile is often computed, but probably few have seen similar computations relating to the sea. Professor Hensens, writing in *Globus* (Band LXXV, No. 21, 1889), has figured out an average of this sort for the North Sea, which is one of the world's great sources of value derived from fisheries. The value of the North Sea fish caught yearly by the countries bordering it is about $41,000,000. The North Sea, including the Skager-Rak, or gulf between the southern part of Norway and Sweden, has an area of 225,884 square miles, and therefore the average value of the North Sea fisheries each year is $18.15 for every square mile of the sea. England and Scotland take the lion's share of the wealth of these waters; the annual value of the English fisheries being $21,250,000; Scotland, $6,650,000; Holland, $4,750,000; France, $3,120,000; Germany, $2,500,000; Norway, $950,000; Belgium, $900,000; Denmark, $400,000.

RUSSIA'S ARCTIC HARBOR.—Russia's new naval and ice-free port of Catherine Harbor, on the Murman coast of the Kola peninsula, 175 miles north of the Arctic Circle, was formally opened in July last. The town of Alexandrovsk, built by Imperial command, had been reared on the south side of the harbor, and the residents of the town of Kola, further south, were removed to the new settlement. The warm surface-water from the Atlantic rounds North Cape and impinges upon the Kola peninsula, keeping Catherine Harbor free of ice in winter and giving it a warmer mean temperature, even during the two months of the Polar night, than that of St. Petersburg. The purpose of this enterprise is to provide a naval base where Russian warships may anchor at all seasons of the year, where it would be difficult for a hostile fleet to bottle it up; and also to provide a fishing station and commercial port for north Russia. The project involves the building of railroads to the White Sea and the Arctic Ocean that will connect not only St. Petersburg and west Russia, but also the eastern governments, as far as the Urals and Siberia, directly with the north coast of the empire. One of these railroads is completed, another is building, and the third will be started this year. This commercial policy was inspired by the desire to develop the fisheries of the White Sea and the Murman coast, which are capable of much enlargement, and to profit by the forests of Archangelsk, which cover about three-sevenths of the area of that government.

DECREASE IN THE BIRTH-RATE OF EUROPE.—Signor Bodio, Director of the Statistical Bureau of Italy, has collected statistics for a long series of years, which show that in nearly all the countries of Europe the birth-rate is diminishing. In other words, while the population in all the countries is increasing, the rate of increase is diminishing. This diminution is more rapid in England

and Scotland than in any other European country publishing vital statistics. The mean annual rate of decrease in England and Wales is nearly a third of one per cent., or 0.306 per cent.; in Scotland, 0.267; in the Netherlands and Germany, each 0.244; in Belgium, 0.239; in Greece, 0.209; in France, 0.179 (and on account of the low rate of births the population of France increases more slowly than that of most civilized countries); in Russia, 0.158; in Sweden, 0.147; in Switzerland, 0.128; in Denmark, 0.078; in Austria, 0.076; in Rumania, 0.033; and in Hungary, 0.024.

In several countries the rate of growth of population is increasing; the mean annual increase in the birth-rate in Portugal being 0.475, or nearly half of one per cent.; in Italy, 0.083; in Spain, 0.040; and in Norway, 0.012. The causes assigned in England for the retardation of the growth of population are deferred marriages, the decreased number of marriages, and the diminished fertility of marriage. These depopulating influences are less active in the farming than in the manufacturing and industrial counties; but the tendency of the population is to leave the rural districts and move into the manufacturing centres, and this tendency, therefore, may be added to the causes for the decrease in the birth-rate.

COTTON SPINNING IN RUSSIA.—Moscow, which is the leading cotton spinning centre of Russia, is beginning to have a rival in the Polish town of Lodz, where twelve cotton spinning mills are being erected. The present mills also are increasing their capacity. It is expected that about 200,000 more spindles will be in operation next summer in Lodz, or about a third more than are at present working.

AFRICA.

A FLOOD IN THE SAHARA.—General Pédoya, of the French military service in Algeria, has reported that on the evening of April 12 last ninety men of his force were surprised by a flood in the usually dry bed of the Wady Urirlu. Six men were drowned. The scene of the catastrophe is near Berrian, 300 miles south of the city of Algiers. The present Wady Urirlu is little more than the trace left by the river which flowed there at a time when precipitation was more abundant. It is a western tributary of the large system of the Wady Mia. Its stony bed is depressed only a few inches below the flat surface of the region, and there are no elevations for some miles around except occasional mounds, raised by heaping up the material excavated in boring the wells which give life to a large number of palm trees. About 5:30 P. M. a fine rain fell, which lasted only a few minutes. No sign of a cloud-burst was observed, but this phenomenon occurred among the hills to the west from which the former river derived its water supply. About 8:30 P. M. the alarm was raised, and in a few minutes an area about three-fifths of a mile across was under six feet of water. Most of the soldiers succeeded in clambering up on the hillocks of dirt. The bodies of the six victims were found next day several miles from the camp. Many hundreds of tons of water seemed to have fallen in a short time upon an extremely limited area, and nearly all of it was carried in a torrent down the bed of the Wady, and when it reached the plain where the camp was pitched it spread out and covered it to a considerable depth. In the morning there were no traces of the flood except the havoc it had wrought.

The more the Sahara is studied the more evident it becomes that it is not quite so deficient in water as it was once supposed to be. During the eight journeys in the Sahara which M. Foureau made between 1883 and 1896 he observed a number of hailstorms and found that snow falls in winter on the tops of some of the mountains. He also found fulgurites or tubes formed in the sand by lightning strokes which vitrify the sand and leave the tubes as evidence of the electrical discharges. This year he has collected evidences of considerable recent rainfall in the heart of the Sahara. In January last, on his journey across the desert, he entered the region of Tadent, about 23° N. lat., and found a considerable part of it green with vegetation. The water-courses had been recently filled. He expressed the opinion in his report that the precipitation must have been heavy and persistent for some time to have produced this vegetation.

EXPLORING MOUNT KENIA.—Late in June last, Mr. H. J. Mackinder, Reader in Geography at the University of Oxford, left England with two taxidermists and collectors and two Alpine guides, intending to make as thorough a study as possible in a month of Mount Kenia, the second highest African summit, which lies directly under the equator in East Africa. The expedition was fully supplied with instruments, cameras and other means of carrying on scientific work. Mr. Mackinder proposed to camp at a height of about 16,000 feet, and from this elevation as a base he wished to make a good map of the whole mountain, ascend it to its summit, which has not yet been reached, journey all around the mountain, investigate its glaciation and geology and make collections of animals and plants. The railroad that is building from the Indian

Ocean to Victoria Nyanza undoubtedly took the explorers almost to the base of the mountain, and thus most of the time hitherto required to get to and from Kenia was saved.

The most important investigations yet made on the mountain are those of Dr. J. W. Gregory, who succeeded in reaching a height of about 17,000 feet. He discovered that the moraines descend 5,000 feet below the present limit of the glaciers. Very likely Mr. Kolb would have reached the summit of Kenia in 1895 if his food supply had not given out after he had reached the summit plateau, 18,000 feet above the sea. The ice-crowned pinnacle of Kenia rises only a few hundred feet above the plateau, and Kolb believed it might be climbed, though with some difficulty, as it rises from a narrow base and has a steep slope.

ASIA.

A RUSSIAN CITY IN CHINA.—The Czar issued a proclamation in August announcing that the port of Talien-wan, eighty-five miles east of Port Arthur, had been opened to the commercial fleet of all nations. "We have now decided," he says, "to begin the erection in this port of a city which we shall call 'Dalny'" (Far Distant). He added that in view of the commercial development of the future city he conferred upon it the right of free trade, which belongs to free ports. All nations may import and export merchandise within the territory occupied by the city and port up to a fixed boundary line. This means the establishment of such a free port as that of Hamburg. American goods, for example, may be kept there for months, and then removed to their destination in some other part of China or elsewhere without paying duties, but they cannot be taken into parts of the Russian concession which the Czar has not included in the free zone without paying duties. The free port may therefore be a clearing-house for the trade of north China, as Hong Kong is for the trade of south China and Shanghai for that of the Yangtze valley. Dalny will be the terminus on the Yellow Sea of the branch of the Trans-Siberian railroad now building through Manchuria.

AMERICA.

THE WHITE PASS RAILROAD.—The White Pass and Yukon railroad was fully opened to business from Lynn Canal across the mountains to Lake Bennett, in the last week of July. Dawson, the town of the Klondike region, may now be reached in nine days from Seattle, Tacoma, Victoria or Vancouver. The construction of the road was begun early in June, 1898, and the section to Lake Bennett was completed in about thirteen months. The time would have been much reduced if the discoveries at the Atlin gold fields had not caused a stampede of 1,700 workmen in August last year. The difficulties were much augmented also by the unusually heavy snowfall of last winter, when, during February and March, nine men were employed in shovelling snow for every one actually engaged in railroad construction. The work was carried on all through the winter and much of the line was built with the mercury from 20° to 30° below zero.

POLAR REGIONS.

THE WELLMAN EXPEDITION.—This expedition, organized by Mr. Walter Wellman, of Washington, sailed from Tromsö in the steamer *Fridtjof* in June, 1898, and landed at Cape Tegetthoff, Hall Island, in Franz Josef Land, on the 30th of July. The party numbered nine; four Americans and five Norwegians.

The objects of the expedition were: To push as far as possible towards the Pole, to explore Franz Josef Land, to make collections and to record scientific observations.

One party, under Baldwin, built in September a winter hut at Cape Heller, on the west coast of Wilczek Land, a little below Lat. 81°. This post was named McKinley. Two Norwegians, Björvig and Bentzen, were left in charge and Mr. Baldwin returned to the headquarters at Harmsworth House, on Hall Island, which was reached on the 30th of October. February 18, Mr. Wellman, with three Norwegians, started for McKinley Post. There he was met by Björvig with the news that Bentzen had died on the 2d of January. A week later Wellman set out for Crown Prince Rudolf Land, and had got as far as Lat. 82° when he fell into a crevasse and hurt his right leg. For some days he struggled on, but the leg gave out and his comrades were forced to turn back, dragging him on a sledge to Harmsworth House.

April 9, Mr. Baldwin led a party to Wilczek Land, and charted its southeastern coast. A new island was discovered in E. Long. 64°, and to this was given the name of Graham Bell Land, in honour of the President of the National Geographic Society.

THE ANDREE BUOY.—This buoy, bearing the mark *Andree Polar Expedition*, was found with an anchor attached, on the 9th of September, on the coast of King Charles Island, east of Spitzbergen. On the 2d of October it was opened at Stockholm in the presence of members of the Swedish Cabinet, and found to be the buoy which Andree had taken with him, to be dropped if he succeeded in passing the Pole. Picked up, as it was, but a short distance from the starting point of the balloon and 800 miles south of the

Pole, this relic mutely confirms the worst fears as to the fate of the expedition.

THE STEIN EXPEDITION.—It is known that Dr. Robert Stein, of the U. S. Geological Survey, has cherished for some years the idea of leading a party to explore Ellesmere Land. In the early summer of 1898 his plans were so far advanced that Mr. Peary informed him, at his request, upon what terms transportation to Ellesmere Land would be furnished for him and his party in the Supply steamer of 1899. This year the terms were complied with and Dr. Stein, with his two companions, Dr. Leopold Kann, of Ithaca, N. Y., and Mr. Samuel Warmbath, of Cambridge, Massachusetts, went on board the *Diana*, at Sydney, C. B., on the 20th of July last, to be landed at Cape Sabine.

Dr. Stein, it is understood, has had no experience in the Arctic, and an impression prevailed in the *Diana* that his stores of food and fuel were insufficient to carry his party through the winter. Questioned on this point by Mr. Bridgman, the leader of the Peary Supply party, Dr. Stein declared that his supplies were ample; that, for instance, he carried three times the needed quantity of condensed milk. He had five pounds of tea and ten pounds of coffee, and it might, perhaps, be well to add to these. Mr. Bridgman offered at once to supply not only tea and coffee, but whatever the ship could furnish to complete Dr. Stein's equipment.

The *Diana* was nearing Cape Sabine when it was learned that Dr. Stein had made no arrangement for the return of his party to the United States, in 1900. He was asked to express his wishes in this matter in writing, and did so in this letter:

CAPE SABINE, Aug. 5, 1899.

TO THE PEARY ARCTIC CLUB,
New York City:

GENTLEMEN:

I have just been landed from the Peary Supply steamer Diana at Cape Sabine with my two Companions, Dr. Leopold Kann and Mr. S. Warmbath, and all my supplies. It gives me pleasure to express my sense of obligation to you for the courtesy with which you have carried out Lieut. Peary's intentions in this matter, and also to acknowledge my indebtedness to Mr. H. L. Bridgman and Capt. S. W. Bartlett for their uniform kindness and consideration which they have shown us throughout the voyage, meeting our wishes with the greatest readiness in every respect.

Very respectfully,
ROBERT STEIN.

P. S.—As I have no other means of returning to the United States except by the Peary Supply steamer, which, I understand, will be sent out next year, I request that you direct that steamer to call at Cape Sabine, where I shall stay from July 20 to Aug. 31. On returning to the United States I shall be glad to pay a suitable sum for the service.

This statement is condensed from the account published in the Brooklyn *Standard Union* of September 30, under the signature of H. L. B. The conclusion of the writer is that the Peary steamer may take, next year, provisions for the support of Stein's party for another year; or take the party across Smith Sound to the eastern side, where native settlements are within reach; or that Stein's friends may charter a ship and bring him home next summer.

PEARY IN THE ARCTIC.—The Peary Supply steamer *Diana*, which left Sydney, C. B., on the 21st of July and met the *Windward* at Etah, Greenland, returned to Sydney, September 12. The *Windward* reached Brigus, Newfoundland, on the 10th of September.

The news of Peary's work is briefly told as follows:

August 13, 1898, the *Windward* left Etah and in six days worked eighty miles to the northward. When she was frozen in for the winter Peary landed his stores and began his journeys over the ice with his Eskimos, making four trips in all, and leaving provisions at the headlands along the west side of Kennedy Channel. At Fort Conger, in Lady Franklin Bay, he found Greely's house and its contents just as they were left fifteen years before, with the table set for a meal. He took possession of all the articles found in the name of the United States Government, and removed them to the *Windward* for transmission to the United States.

In April he crossed Ellesmere Land and spent May and June in hunting walruses and musk oxen. The *Windward* got free of the ice on the 2d of August and steamed to Etah, where she met the *Diana*, which had picked up the following letter, left at Littleton Island:

RAWLING'S BAY, GRINNELL LAND,
April 23, 1899.

CAPTAIN PEARY AUXILIARY STEAMER.

DEAR SIR: The Windward was stopped by ice abreast of Cape D'Urville, mouth of Allman Bay, Grinnell Land, the latter part of August, and wintered there about one-quarter mile from the shore.

With my natives I secured eight bear, one walrus, sixteen musk oxen and one seal, before the darkness set in.

During the December full moon I sledged to Fort Conger with the doctor, Henson, and two natives, arriving January 6, 1899.

Frosted both feet on last march, and was laid up at Conger until February 18, when I started back to Windward, arriving February 28.

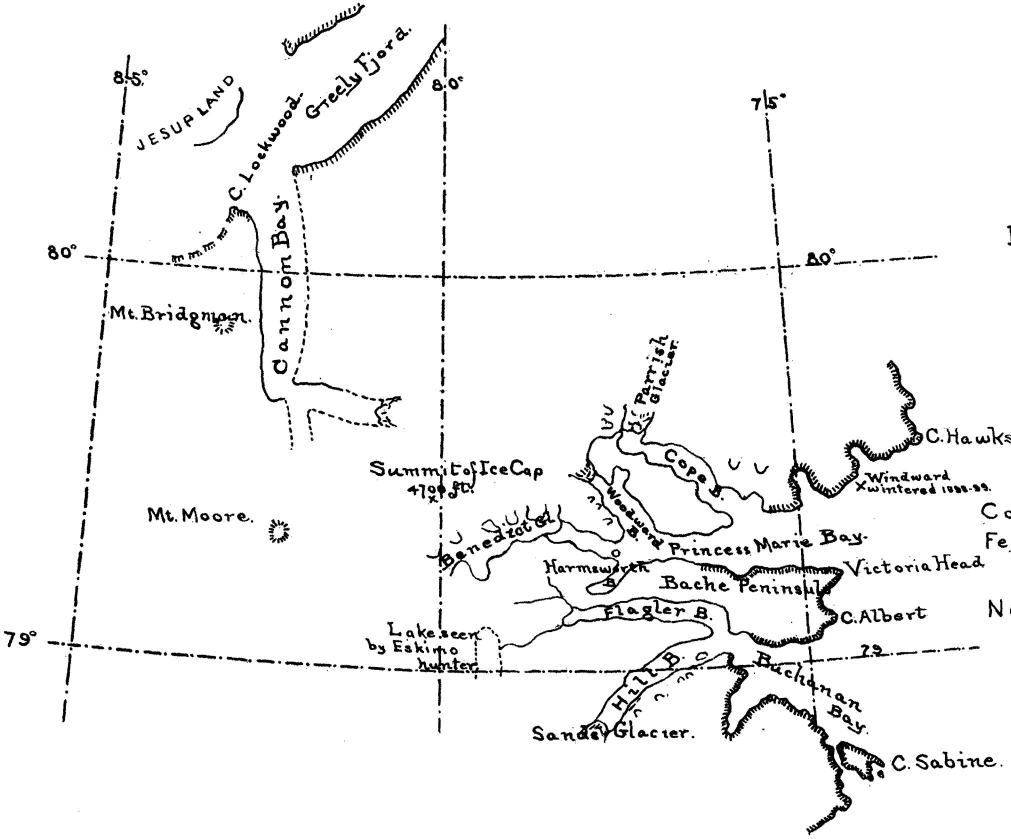
Two weeks later some toes were amputated. Am now on my way back to Conger, expecting to return in June.

Every one on board well, and no sickness or accident except my own mishap.

I may reach Littleton Island by boat and sledge from the Windward about the same time as you, but if I do not you are to pick up the native hunters in Whale

Sketch Map of the BUCHANAN BAY - BACHE PENINSULA - PRINCESS MARIE BAY REGION. of GRINNELL LAND.

by
R.E.PEARY, C.E. U.S.N.
UNDER THE AUSPICES OF
THE PEARY ARCTIC CLUB.
1898-99.



LEGEND.

Coasts previously mapped shown thus:-

Features determined by R.E. Peary thus:-

Note.- A very satisfactory measurement of BENEDICT GLACIER during 5 days gave a result of 5.65 inches in 24 hours.

Sound, and hunt walrus in the water north of Herbert, Northumberland and Hakluyt Islands. Prosecute this work with all possible energy. I need not less than (50) fifty of the animals for my next winter's supply of meat. Save all hearts and livers, and as soon as walrus are cut up, trice the meat up and wash down thoroughly. When the requisite number are secured return to Etah and wait.

There will be no necessity for your going to Bowdoin Bay, as required by my instructions of last year.

Sincerely,
PEARY.

Peary's sledge journeys during the winter extended over fifteen hundred miles, and have cleared up the geography in the region about Smith Sound. It was thought that Hayes Sound definitely separated Grinnell Land from Ellesmere Land; but Peary has discovered that what was supposed to be a continuous water-way through the land is only a narrow inlet, and that Grinnell Land and Ellesmere Land form one mass.

The map herewith presented, through the courtesy of Mr. H. L. Bridgman of the Peary Arctic Club, gives in detail a part of the exploration accomplished under the most trying conditions during the past winter and spring. Mr. Peary particularly invites the attention of geographers to the nomenclature of this map.

He makes light of his injury and looks forward to a successful winter.

He has cached his supplies for the northward march at stations fifty miles apart and can depend upon these even if the *Windward*, with her three years' stores, should be unable to reach Sherard Osborn Fjord next year.

Capt. Sverdrup's ship, the *Fram*, was frozen in at Cocked Hat Island, fifty miles south of Peary's ship. The surgeon of the *Fram*, Dr. Svenson, died during the winter. Capt. Sverdrup proposes, it is said, to push northward this year, land in Greenland and sledge round its northern and eastern coasts, to be picked up by the *Fram*, which is to round Cape Farewell and work up the east coast to meet its commander.